Approved For Release 2006/62/61/06/14/1992-00457R065300680008-5

CD NO.

Czechoslovakia COUNTRY

DATE DISTR. 1 AUG 50

SUBJECT

INFO.

Condition of Various Railroad Line:

NO. OF PAGES

in Czechoslovakia

PLACE **ACQUIRED** DATE OF

25X1

NO. OF ENCLS.

25X1

SUPPLEMENT TO REPORT NO.

THE RESIDENCE OF THE PROPERTY THE DOCUMENT CONTAINS INVOICEMENT OF PRECING THE MATICAL DEFENCE OF THE HERED WATER WITHIN THE REAMING OF THE SEPICIFACE ACK ED U. S. C. 27 AED 22. AS AMENDED, ITS TRAINSHESSION OF THE EVELANCY OF THE CONTRETE IN LAW DARRIGHT OF AN EMANDROUND FORCOM IS PLA-HUNTED BY LAW. HERBHOUGTON OF THE FORM IS PROMISETED.

THIS IS UNEVALUATED INFORMATION

- The condition of var'ous sections of the rallrow from Zilina (Q50/092) to 25X1 1. Cop (R49/E90) is as follows:
 - The line between Zilina and Vrutky (650/X60) is hable-track throughout and is in good condition.
 - From Vrutky to Kralovany (50/X80) the line is doubl track and crosses the Vah and Crava rivers on temporary wooden bridge w. oh are in the process of being converted to metal bridges.
 - The line f om Kralovany to Lubochua (Q50/X80) is doul \ track with sooden bridges cor the Vah.
 - From Lub chna to Ruzomberok (Q50/099) the line is sin Ae-track; a second line is in the process of being laid.
 - The line from Ruzomberok to Largecany (R49/E16) is double-track, but is bring ripped up for repairs near Spisska Nove Ves (R49/D87). New rail's are being laid.
 - f. Te line from Margecany to Kysak (R49/E25) is single-track. Owing to the ature of the terrain and the proximity of the rivers, it is not possible to lay a second track along this sector. Therefore, suggestions have been made to divert the main line from Margecany to Presov (R50/E37) or Kosice by means of tunnels cut through the mountains. No decision about this has yet been reached. The Kysak-Kosice-Slovenske Nove Hesto-Cerna nad Tisou line is single-track throughout except for the sector between Slovenske Nove Hesto (R49/E50) and Cerna nad Tisou (R49/E90) where the laying of a second track has begun,

The railroad line from Kysak to Lupkow (in Poland - R50/E99) is single-track throughout. Between Kysak and Presov there are wooden bridges, and between Kapusany (E50/E48) and Strazske (B50/E57) new iron bridges have been built. Between Kapusany and Hanusovce (R50/E57) is a long tunnel in which the track is laid on sand, forcing the trains to greatly reduce speed. Between Medzilaborce (R50/E89) and Lupkow is a long tunnel in which a second track is being laid.

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- 3. The Presov-Orlov (R50, Z00)-Muszyna (in Poland R50/Z11) line is single-track throughout. Between Lipany (R50/E19) and Pusta Pole the track winds in serpentine curves through the mountains. There is an iron bridge between Orlov and Circ (R50/Z10).
- 4. A single track is 'n the process of being laid between Podolinec (R50/Y80) and Orlov, and a single-track extension as far as Bardejov (R50/E30) is being consider: 4.
- 5. A single-trac/ line is being laid between Plesivec (R49/D62) and Turna nad Bodvou (R49/603).
- 6. The railwad line is double-track from Brno as far as Strelice (P50/S39) and single-track from Strelice to Okrisky (O50/M80). No second track is being laid on this line.

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